

## SUPPLEMENTAL ATTACHMENT

# TRANSPORTATION & COMMUNICATIONS COMMITTEE

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559-S/20/04

**Thursday, September 2, 2004  
10:30 a.m. – 12:15 p.m.**

### Action Item

#### 4.1 2004 Regional Transportation Improvement Program (RTIP) Supplemental Attachment

Resolution No. 04-452-2 of Southern California Association of Governments to Adopt the FY2004/05 – 2009/10 Regional Transportation Improvement Program (2004 RTIP) in Accordance with Federal Requirements.

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Cathy Alvarado at 213.236.1896 or [alvarado@scag.ca.gov](mailto:alvarado@scag.ca.gov)

Agendas and Minutes for the Energy and Environment Committee are also available at:

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# REPORT

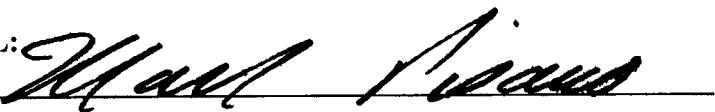
**DATE:** September 2, 2004

**TO:** Transportation & Communications Committee  
Regional Council

**FROM:** Hasan Ikrata, Director, Planning and Policy

**RE:** 2004 Regional Transportation Improvement Program (2004 RTIP)

**EXECUTIVE DIRECTOR'S APPROVAL:**



**RECOMMENDED ACTION:**

Recommend Regional Council adoption of resolution 04-453-2 and authorize the Executive Director to transmit the 2004 RTIP and the associated conformity findings to the state and federal agencies for their action assuming the LACMTA final Board of Directors' action to resolve the timely implementation issues identified by staff. The LACMTA's Board is scheduled to meet on September 23, 2004. Further, allow SCAG staff to make technical adjustments as may be necessary.

Please be advised that the Regional Council received an earlier version of the resolution. The attached resolution 04-453-2 replaces that attachment in its entirety.

**SUMMARY:**

Since the June 18, 2004 release of the Draft 2004 RTIP, SCAG staff has worked with the staff of the transportation commissions to ensure the timely completion of Transportation Control Measure (TCM) projects. As part of this effort, a consultant was hired to reassess 120 TCM projects that were initially identified by staff as being questionable. The listing was narrowed down to nine projects with potential implementation issues. Additionally, the Federal Highway Administration (FHWA) had submitted comments expressing concerns about funding and implementation.

In order to address these concerns, staff requested additional time to work with the transportation commissions—resolving any obstacles including funding and constructability issues that could potentially delay TCM project implementation and in turn, jeopardize the region's conformity status.

During the past month, staff conducted inter-agency consultation to work towards resolving the funding and timely implementation issues. Further, staff has worked to appropriately respond to the FHWA's concerns about financial constraint and project completion schedules. Additionally, critical conformity/RTIP issues were further addressed during the Regional Transportation Agencies Coalition (RTAC) meeting on August 3, 2004 and the Chief Executive Officer's meeting held on August 20, 2004.



# REPORT

To date, the Riverside County Transportation Commission (RCTC) and the Orange County Transportation Authority (OCTA) have fully committed to ensuring the timely implementation of the projects identified. Additionally, the LACMTA has informed SCAG that they will be proceeding on September 23, 2004 with a Board action to ensure that all committed TCMs will be fully funded to meet established implementation schedules.

## BACKGROUND:

On August 5, 2004, staff provided presentations to both the TCC and RC on the Draft 2004 RTIP. Although staff initially anticipated an August approval of the 2004 RTIP by RC, additional issues concerning full funding and constructability of Transportation Control Measure (TCM) projects were identified; specifically nine projects were in question. These projects are listed below.

#	County	Project Description
1	Los Angeles	San Fernando Valley North-South BRT
2	Los Angeles	Wilshire Blvd Rapid Transitway (Mid-City)
3	Los Angeles	Crenshaw Transit Corridor
4	Los Angeles	I-5 HOV lanes from SR-134 to SR-170
5	Los Angeles	I-5 HOV lanes from SR-170 to SR-118
6	Los Angeles	I-5 HOV lanes from SR-118 to SR-14
7	Los Angeles	SR-60 HOV lanes from I-605 to Brea Canyon Rd
8	Orange	Centerline, John Wayne Airport to Santa Ana
9	Riverside	SR-91 HOV lanes through downtown Riverside

To date, the issues concerning the nine projects have been resolved as staff of both the county transportation commissions and SCAG have worked to ensure the timely implementation of the projects identified. The Riverside County Transportation Commission (RCTC) shifted \$13 million in STIP funds to move forward with the initial phase of the SR-91 project; additionally, prior RCTC Board action commits future STIP funding towards the completion of this project.

The Orange County Transportation Authority (OCTA) shifted funding of the Centerline project and will continue to work towards demonstrating progress in its effort to access New Starts funding in the outer years. Also, recent discussions with the LACMTA staff have been productive; the LACMTA has informed SCAG that they will be proceeding on September 23 with a board action to ensure that all committed TCM's will be fully funded to meet established implementation schedules.

Currently, SCAG staff is awaiting final LACMTA Board action to ensure the timely completion of projects identified. Accordingly, SCAG staff recommends approval of the 2004 RTIP, assuming the LACMTA's final Board of Directors' action to resolve the timely implementation issues identified for Los Angeles County. The LACMTA Board is scheduled to meet on September 23, 2004. SCAG staff requests permission to make technical adjustments to the RTIP as necessary to reflect the actions taken by the LACMTA Board.

# REPORT

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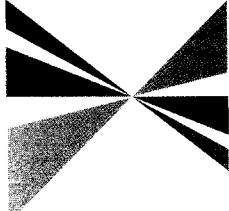
Further, SCAG staff recognizes that there will be continuing fiscal challenges and implementation issues over the long term. SCAG staff is committed to working with the county transportation commissions to clearly identify all potential solutions for resolving future funding and implementation issues. Accordingly, SCAG in cooperation with the county transportation commissions will proactively seek transportation dollars that would ensure the timely implementation of critical projects. Longer-term strategies to consider further are as follows:

- ◆ Initiate a coordinated and strategic public awareness campaign and legislative initiative to support the protection of Proposition 42 revenue. The region must continue to fight for the constitutional protection of Proposition 42 revenue and the timely repayment of past loans from various transportation accounts.
- ◆ Address the state's north/south allocation of funds—ensuring the region's fair share of transportation dollars, particularly for projects critical to meeting conformity requirements. Collectively, the SCAG region needs to be more effective in arguing for TCM funding in the state's discretionary funding categories just as the Bay Area has done for the Bay Bridges.
- ◆ Coalesce the region to seek transportation dollars through the federal appropriations process—obtaining federal discretionary dollars for critical transportation projects. The 2004 RTIP assumes nearly \$1 billion in New Starts funding for the region. This means that the region needs to garner nearly \$200 million annually between now and 2010.
- ◆ Continue to support efforts to address the ethanol problem—ensuring that ethanol blends are taxed at the same rate as conventional gasoline and all of the revenues are deposited into the Highway Trust Fund. Without this fix, the region loses nearly \$300 million annually.
- ◆ Support the prompt reauthorization of the federal surface transportation act. Already, the current year's federal reimbursements are less than what was anticipated—about \$300 million less for the state—due to the delay in action. Any further delays would exacerbate the region's funding situation.
- ◆ Support design/build arrangements and/or emergency procurement procedures as appropriate—facilitating the implementation of innovative arrangements to accelerate project delivery.
- ◆ Focus on local ballot initiatives to fund transportation projects including the imposition of ½ cent sales tax measures as may be necessary (Los Angeles SB314; Orange County Measure M expires 2011).
- ◆ Work with appropriate transportation partners to consider substitution of projects as may be necessary.

## FISCAL IMPACT:

The staff resources for developing the 2004 RTIP are contained within the Fiscal Years 2004/05 SCAG budgets.

SOUTHERN CALIFORNIA



**ASSOCIATION of  
GOVERNMENTS**

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**RESOLUTION No.04-453-2**  
**RESOLUTION OF**  
**SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**  
**TO ADOPT THE FY 2004/05 – 2009/10**  
**REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2004 RTIP)**  
**IN ACCORDANCE WITH FEDERAL REQUIREMENTS**

WHEREAS, the Southern California Association of Governments (SCAG) is the federally designated Metropolitan Planning Organization (MPO) pursuant to 23 U.S.C. §134(a) and (g) for the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura, and as such, is responsible for the preparation, adoption and regular revision of the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP) pursuant to 23 U.S.C. §§134(g) 49 U.S.C. §5303(f) and 23 C.F.R. §450.312;

WHEREAS, also pursuant to Section 130004 of the California Public Utilities Code, SCAG is the designated Regional Transportation Planning Agency and, as such, is responsible for preparation of both the RTP and RTIP under California Government Code §§ 65080 and 65082 respectively; and

WHEREAS, SCAG's FY 2004/05 – 2009/10 RTIP (2004 RTIP) is a staged, multiyear, intermodal program of transportation projects; which covers six fiscal years includes a priority list of projects to be carried out in the first three fiscal years (2004/05, 2005/06 and 2006/07) and for informational purposes a prior year of obligated funds;

WHEREAS, 23 U.S.C. § 134(h)(2)(C) and 23 C.F.R. § 450.324(f)(2) requires the 2004 RTIP to be consistent with the 2004 RTP;

WHEREAS, 23 U.S.C. § 134(a), 49 U.S.C. § 5301 *et seq.*, 23 CFR § 450.312, and 49 CFR § 613.100 require SCAG, as the designated MPO, to maintain a continuing, cooperative and comprehensive transportation planning process in its development of the RTP and RTIP;

WHEREAS, 42 U.S.C. § 7506(c)(1) requires SCAG's 2002 RTIP to conform with the applicable State Implementation Plan (SIPs) developed for the federal non-attainment and maintenance areas in the Mojave Desert Air Basin, the Ventura County portion of the South Central Coast Air Basin, the South Coast Air Basin, and the Salton Sea Air Basin;

WHEREAS, Federal regulations at 23 CFR § 450.332(e) require that in non-attainment and maintenance areas, funding priority be given to timely implementation of transportation control measures (TCMs) contained in the applicable SIPs in accordance with the conformity regulations at 40 CFR Parts 51 and 93;

WHEREAS, SCAG has worked concurrently with local, state and federal jurisdictions in a continuing, cooperative and comprehensive manner as required by provisions of Federal and State law on the transportation planning processes;

WHEREAS, the Draft 2004 RTIP was available for public review and comment from June 18, 2004 to July 19, 2004;

WHEREAS, public hearings were conducted in June and July in the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura on the Draft 2004 RTIP, as well as on July 15, 2004 at the Southern California Association of Governments in Los Angeles County;

WHEREAS, SCAG has complied with all applicable federal requirements in developing the 2004 RTIP, including, but not limited to:

- (1) TEA 21 (23 U.S.C. § 134, *et seq.*)
- (2) The Metropolitan planning regulations at 23 C.F.R. § 450 *et seq.*
- (3) Government Code Section 65080 *et seq.*
- (4) Sections 174 and 176(c) and (d) of the Clean Air Act [42 U.S.C. §§ 7504, 7506(c) and (d)];
- (5) Title VI of The Civil Rights Act of 1964 and the Title VI assurance executed by each State under 23 U.S.C. § 324 and 29 U.S.C. § 794;
- (6) Title II of the American with Disabilities Act of 1990 (42 U.S.C. § 120001 *et seq.*) and U.S. DOT regulations "Transportation for Individuals with Disabilities" (49 CFR Parts 27, 37, and 38); and
- (7) The Department of Transportation's Final Environmental Justice Order, enacted pursuant to Executive Order 12898, which seeks to avoid disproportionately high and adverse impacts on minority and low-income populations with respect to human health and the environment and requirements set forth in U.S.D.O.T. Order 5610.2, FHWA Order 6640.23 and 23 C.F.R. § 450.316(b)(ii); and

NOW, THEREFORE BE IT RESOLVED that

(1) Southern California Association of Governments finds as follows:

- (a) The 2004 RTIP implements and is consistent with the adopted 2004 RTP, as required by TEA-21 and California Government Code § 65080.5(a);
- (b) The 2004 RTIP is consistent and in conformance with the portions of the applicable SIPs relevant to all air basins as required by 42 U.S.C. § 7506(c)(1) and accompanying Federal regulations at 40 CFR §§ 51 and 93; and
- (c) The 2004 RTIP currently demonstrates timely implementation of transportation control measures as reflected in the applicable SIPs for the South Coast Air Basin and the Ventura County portion of the South Central Coast Air Basin;

(d) The 2004 RTIP is consistent with the estimate of available funds adopted by the California Transportation Commission as required by § 14525 of the California Government Code. That the 2004 RTIP includes a Finance Plan that indicates estimated resources from public and private sources to implement the 2004 RTIP as required by 23 U.S.C. § 134(h) (2)(B);

(2) SCAG, in cooperation with the county transportation commissions shall aggressively pursue the following strategies to ensure the timely implementation of Transportation Control Measures:

- (a) Initiate a coordinated and strategic public awareness campaign and legislative initiative to support the protection of Proposition 42 revenue;
- (b) Address the state's north/south allocation of funds—ensuring the region's fair share of transportation dollars, particularly for projects critical to meeting conformity requirements;
- (c) Coalesce the region to seek transportation dollars through the federal appropriations process—obtaining federal discretionary dollars for critical transportation projects;
- (d) Continue to support efforts to address the ethanol problem—ensuring that ethanol blends are taxed at the same rate as conventional gasoline and all of the revenues are deposited into the Highway Trust Fund;
- (e) Support the prompt reauthorization of the federal surface transportation act;
- (f) Support design/build arrangements and/or emergency procurement procedures as appropriate—facilitating the implementation of innovative arrangements to accelerate project delivery;
- (g) Focus on local ballot initiatives to fund transportation projects including the imposition of ½ cent sales tax measures as may be necessary (Los Angeles County SB314; Orange County Measure M expires 2011);
- (h) Work with appropriate transportation partners to consider substitution of projects as may be necessary.

(3) The Regional Council hereby adopts the 2004 RTIP for all six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) in the SCAG region, which recognizes the following:

- (a) The 2004 RTIP does not preclude future amendments which may become necessary;
- (b) The 2004 RTIP constitutes endorsement for the purpose of Executive Order 12372 and 23 U.S.C. § 105; and
- (c) The 2004 RTIP will, upon approval of FHWA and FTA, replace

previously endorsed RTIPs;

(4) The Regional Council hereby adopts the 2004 RTIP and its conformity finding for all federal non-attainment and maintenance areas in the SCAG region;

(5) SCAG's Executive Director is authorized to transmit the 2004 RTIP and its conformity findings to the Federal Transit Administration and the Federal Highway Administration to make the final conformity determination in accordance with the Federal Clean Air Act and EPA Transportation Conformity Rule at 40 CFR Parts 51 and 93;

(6) SCAG's Executive Director is further authorized to transmit the 2004 RTIP to the Governor, the California Transportation Commission, the Federal Transit Administration and the Federal Highway Administration for inclusion in the Federal Transportation Improvement Program; and

(7) The Regional Council hereby approves and adopts the 2004 RTIP incorporating herein all of the foregoing recitals.

Adopted by the Regional Council of the Southern California Association of Governments at a regular meeting on this 2<sup>nd</sup> day of September 2004.

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Ronald Roberts  
President, SCAG  
Councilmember, City of Temecula

Attest: \_\_\_\_\_  
Mark Pisano  
Executive Director

Approved as to Legal Form: \_\_\_\_\_  
Justine Block  
Deputy Legal Counsel

## RESPONSE TO COMMENTS

Record ID#	Comment Date	Name	Affiliation	COMMENT	RESPONSE
RTIP 04-741	6/23/2004	Yu, Shu	Caltrans, District 12	In the older Federal Tip that we have been using (2002/2003-2007/2008), there is a section called "VARIOUS COUNTIES STATE HIGHWAY" and within that section there is about 4 different lump sum categories (ie, minor programs, emergency repair, preliminary engineering, right-of-way engineer, seismic retrofit). These 4 categories are no longer in this new tip. What happened to them? Only 2 categories are left on that section.	The 2004 RTIP was updated to include the categories included in the 2004 SHOPP. Some of the agencies did not include the Minor A program in SHOPP. This project for preliminary engineering was deleted for inclusion into the 2004 RTIP and will be added through the amendment process. The project for preliminary engineering was deleted per Caltrans HQ instruction. This project can no longer be programmed in the RTIP per FHWA.
RTIP 04-753	7/13/2004	Cunningham, Stephen C.	City Of Culver City	On page 10 of the Transit Projects Program, the project, "Installation of Enhanced Street Lights on Washington Boulevard to Improve Passenger Safety and Security" is listed under Culver City Municipal Bus Lines. This project has been cancelled and should be deleted from the RTIP.	LA00D 104. Duly noted. The correction is reflected in the final document.
RTIP 04-742	7/14/2004	Kampmann, Edwin C.	Caltrans - District 07	We at Caltrans District 7 plan to hand-deliver a comment letter on the 2004 RTIP draft on the due date of July 19th.	A letter was received by Caltrans District 7.
RTIP 04-748	7/26/2004	Powell, Cheryl	Caltrans - District 07	<p>1. We also have concerns regarding TCMs and CMAQ Program funding. Funding in the RTIP is based on the STIP fund estimate. Although TCMs require priority funding, what are the implications for timely implementation of TCMs should the STIP fund estimate be invalid?</p> <p>2. We note that it is currently estimated that California (namely the SCAG region) could lose considerable CMAQ funding based on new formulas currently under discussion at the federal level. We recommend some discussion in the RTIP on this issue, as to how the potential shortfall would be addressed. To facilitate analysis on this topic, it may be helpful in the RTIP document to identify in the TCM table the initial due date for a TCM implementation as well as the dates currently given. Perhaps an additional column with a heading might be added, to clarify what is happening with timely implementation of TCMs.</p>	<p>1. The California Transportation Commission adopted the 2004 STIP on August 5, 2004 based on the Adopted Fund Estimate. At this time there is no discussion to invalidate the 2004 Fund Estimate.</p> <p>2. Based on initial assessments of proposed new CMAQ formulas, the SCAG region is expected to receive approximately the same allocation of CMAQ funds as the SCAG region received under the old formulas.</p>
				<p><b>Draft 2004 RTIP - detailed comments</b></p> <p>3. Near the bottom of text on Page 2, the rendering of Caltrans SHOPP is given as "Plan" rather than "Program" as the last word. The correct rendering is thus: "State Highway Operation and Protection Program".</p>	<p>3. Duly noted.</p> <p>4. Duly noted.</p> <p>5. The 2004 RTIP addresses currently applicable standards, and the PM2.5 standard is not yet applicable.</p>
				<p>Volume II of III - Technical Appendix</p>	

Record ID#	Comment Date	Name	AFFILIATION	RESPONSE TO COMMENTS	
				COMMENT	RESPONSE
				<p>6. Page III-5 – InterCity Rail Services -- "See the attached map for more information" – no map is attached.</p> <p>7. Page III-6 – Footnote. We recommend revising this section as the adequacy finding on the emission budgets for Ventura and Southeast Desert Modified areas was issued June 14, 2004, published in the Federal Register; so the effective date of conformity is June 14, 2004.</p> <p>8. Page III-5 – InterCity Rail Services:</p> <p>a. For clarification, we suggest that the paragraph be revised to indicate that the tables actually begin in Appendix B, Page IV-27.</p> <p>b. Please identify "TE". There is no reference to this "acronym" in the programming Code listing at the beginning of the RTIP document.</p>	<p>Reference to map was inadvertently added but will be deleted from the final report.</p> <p>7. Comment is being incorporated into the Final RTIP.</p> <p>No reference to tables found in Appendix B in Intercity Rail Service text.</p> <p>b. Duly noted.</p>
RTIP 04-749	7/26/2004	Alijabiry, Muhamed	Calttrans, Sacramento	<p><b>Volume III of III - Project Listing</b></p> <p>9. The RTIP project listing identifies a number of columns. We strongly recommend inclusion of a reference legend so that all readers who need to use the listing could understand the numbers / codes under the headings.</p> <p>10. In particular, regarding the last column in the project listing, titled "ELMT". Please identify what this title means. Please state the source or purpose, if it is not practical or appropriate to fully explain, the numbers shown in the second, fourth, and fifth columns, for each project.</p>	<p>9. Duly noted.</p> <p>10. Duly noted.</p> <p>Financial Plan</p> <p>1. Please replace financial funding summary sheet with the standard format submitted to you by the state. Most of the following comments will probably be resolved once the state standard format for financial funding summary sheet is filled out.</p> <p>2. "Revenue" and "Programmed" for STIP &amp; SHOPP do not match targets provided by the State and FHWA. Please verify and revise as appropriate.</p>

Record ID#	Comment Date	Name	AFFILIATION	RESPONSE TO COMMENTS	RESPONSE																									
				<p>3. CMAQ is overprogrammed by \$35,0933,000 in 04/05. Your explanation is that these are projects in the 03/04 which are expected to be obligated before the end of the 03/04 Federal fiscal year. They have been programmed in the 04/05 as a precautionary measure in the event that some of the projects are not obligated in the 03/04. We expect the final submittal to show that this fund type will be constrained regardless whether all the projects have been obligated or not, which means unprogramming of some of the project in 04/05. I concur with your suggestion to put the 03/04 projects in the prior years as a solution.</p> <p>4. Does STPE include both TIP and RTIP TE? Your numbers are less than the target TE (RTIP and TIP)? Please verify.</p> <p>5. Compare HBRR, Seismic and HES financial assumptions with the information sent by Caltrans by e-mail dated May 14, 2004 (Sub: Local Seismic and Bridge FSTIP Programs for triennial cycle beginning October 2004 ) and adjust available revenues and associated programming in the Financial Plan accordingly. The numbers in the FTIP do not match those provided to you by the list in that e-mail.</p> <p>6. Identify Grouped Projects (Lump Sums) in the description and add the following statement "Projects are consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&amp;3".</p> <p>7. Comments on CMAQ funded projects:</p> <table border="1"> <thead> <tr> <th>Component</th> <th>Page</th> <th>Project/MPO ID</th> <th>Description</th> <th>Comment:</th> </tr> </thead> <tbody> <tr> <td>L A Co local hwy</td> <td>16</td> <td>LA0C8109</td> <td>Countywide Transp Sys Awareness &amp; Satisfaction. Service Planning Market Research Program (SPMRP) for transit. Clarify project description. Is it marketing and public education to support TDM? Or is it open assistance to administer &amp; manage TDM? What prior year were CMAQ funds approved and obligated?</td> <td>What prior year were CMAQ funds approved and obligated? What is Fed project number?</td> </tr> <tr> <td>L A Co local hwy</td> <td>24</td> <td>LA0C8124</td> <td>Wilmington ATSAC/ATCS project; improve 70 signalized intersections</td> <td>Project description - Countywide Transportation Sys. Awareness &amp; Satisfaction. Project will use and expand upon its predecessor's work, the service planning market research program (SPMRP) for transit. It is both a marketing and public education program and a operating assistance program to administer and manage. 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The funds will be programmed in the near future and added through the amendment process.</p> <p>5. The lump sum projects for HBRR, Seismic and HES were revised for consistency with the May 14, 2004 CALTRANS e-mail and are included as such in the 2004 RTIP final documents.</p> <p>6. Duly noted. This change is reflected in the 2004 RTIP final documents.</p> <p><b>LOS ANGELES COUNTY'S RESPONSE TO CMAQ COMMENTS</b></p> <p>What prior year were CMAQ funds approved and obligated? What is Fed project number?</p> <p>Project description - Countywide Transportation Sys. Awareness &amp; Satisfaction. Service Planning Market Research Program (SPMRP) for transit. Clarify project description. Is it marketing and public education to support TDM? Or is it open assistance to administer &amp; manage TDM? What prior year were CMAQ funds approved and obligated?</p> <p>What is Fed project number?</p> <p>Duty Noted.</p> <p>Duty Noted.</p> <p>Duty Noted.</p>
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Record ID#	Comment	Name	Affiliation	Comment
Date				
				<p>It is a comprehensive program in the area of signal operation and maintenance to upgrade the skills of local traffic engineers and signal maintenance personnel. There are numerous classes such as ones on Traffic Signal Timing, Signal Control and System communication. Since the training classes will inform the maintenance and engineering crew of the details of signal system they can provide a faster response for the signals themselves thereby decreasing congestion and also allowing more people to travel on the buses b/c of shorter delays. This will then provide a positive benefit to emissions.</p>
				<p>Project Description - Avalon Transportation Program-Project will fund the purchase of a number of taxi cabs and construction of a staging area at the Cabrillo Mole Ferry Terminal. Aurora said the project is for Troly's and operating expenses. This helps emissions because it promotes public transit. The defined area is the City Of Avalon. She said this project is not actually CMAQ funds it is LTF Federal Aid Urban (FAU) Cash.</p>
				<p>The CMAQ funds for transit service parking was for the Civic Center Parking Structure when it was going to have park-n-ride facilities. Since the structure will no longer have the park-n-ride, the CMAQ portion was canceled.</p>
				<p>Par Kereensa, the description listed on your sheet is incorrect and should say: Project Description - Purchase of 2 expansion buses and 3 replacement buses, all hybrid (gasoline-electric) low floor 40' coach. There are CMAQ funds in 2004/2005 for \$156,000.</p>
				<p>The CMAQ funds will be used for 4.3 miles of At-Grade line sections and includes all overmead calenary foundations and electrical and communications duct banks. CMAQ will also be used for 1.7 miles of a tunnel segment. The East side transit corridor will increase public transportation to the people, thereby making more desirable and decrease the number of cars on the road. Emissions benefit reported C057; RQG1.</p>
				<p>The CMAQ funds are going to be used for Real Estate Acquisition for expansion of Division 10. CMAQ funds are approved in 2003/2004 for \$16,300,000, 2004/2005 for \$4,900,000, 2005/2006 for \$19,600,000 and in 2007/2008 for \$18,900,000. The facility being expanded will accommodate more CNG buses which will improve emissions. The Federal Project number is CA-90-&gt;260.</p>
				Duly Noted.
				<p>LA Co Transit 19 LA986500 Signal system technical training Expand project description. What is it? Will project produce emission benefits? How?</p>
LA Co Transit 7 LA0C8313	Avalon transportation program- purchase taxi cabs and construct staging area at ferry terminal. Flat-fare for taxi service in a defined area may be eligible. Three-year operating assistance maximum. Purchase of taxi may not be eligible. Need additional information. What are the emission benefits? What is the defined area?	LA0D121	Santa Monica Transit-Serving parking facility (CFP 6032)	Why is project 100% federally funded?
LA Co Transit 36 LA0D28	Associate Capital Maintenance Items Generally, ongoing maintenance activities are not eligible for CMAQ funds. Specifically, what is project description? What are emission benefits? What prior year were CMAQ funds approved and obligated? What is Fed project number?	LA0D28	East side transit corridor. What activities/components will CMAQ funds be used for? Estimated emission benefits?	What prior year were CMAQ funds approved and obligated? What is Fed project number? Estimated emission benefits?
LA Co Transit 24 LA29202W	Mid-city transit corridor. What activities/components will CMAQ funds be used for? What prior year were CMAQ funds approved and obligated? What is Fed project number? Estimated emission benefits?	LA29202W	Gold Line operating assistance. Ensure operating assistance is provided for no more than three years.	What prior year were CMAQ funds approved and obligated? What is Fed project number? Estimated emission benefits?
LA Co Transit 25 LA963546	Bus & Rail Capital What activities/components will CMAQ funds be used for? What are emission benefits?	LA963546		It will be used for any eligible activity besides bus purchase facility. Most likely it will be for a CNG lease facility. It will provide emission benefits because CNG buses are 50% cleaner than Diesel Fuel Buses.



Record ID#	Comment Date	Name	AFFILIATION	RESPONSE TO COMMENTS
				COMMENT
Sbd Co local hwy 83 200111 Transfer point facility, Victorville. What is the project description? Will project have emission benefits?				Emission benefits reported: ROG 4.6; NOx 9.8; CO 6.1; PM 7.1; Transfer point facility that will accommodate commuters – 400 spaces.
Sbd Co local hwy 63 2001016 Install 2 CNG time fill refueling appliances, Chino Hills. How will this project generate emission benefits? What are the benefits?				Emission benefits reported: ROG 0.01; NOx 0.47. This project enables the city to purchase CNG vehicles by providing the necessary infrastructure.
Sbd Co local hwy 77 2001019 Transfer point facility for Marta Commuters. What is the project description? Will project have emission benefits?				Emission benefits reported: ROG 0.43; NOx 0.83; CO 0.57; PM 0.61; Transfer point facility that will accommodate transit, carpools, and vanpools.
SBD Co State Hwy 41 38420 Install FOC backbone system, modify communication hub; widen ramps. Clarify project description. What is "FOC" backbone system? Widen ramps for what? Estimated emission benefits?				The CMAQ award was for ITS infrastructure such as fiber optic communication backbone, closed circuit tv, vehicle detection stations, ramp metering, etc. Estimated emission benefits. ROG 4.31; NOx 0.83; CO 8.25; PM 0.86.
SBD Co Transit 67 SBD20030 Bus System Operating Assistance. Omnitrans Operating assistance is limited to NEW transit service and is for a maximum of three years. Confirm service is new.				CMAQ has been obligated – this is operating expenses for first partial year of Redlands Rubber Wheeled Trolley.
SBD Co Transit 71 SBD31581 Bus system - operating assistance. Victor Valley Transit Authority. Operating assistance is limited to new or expanded transit service and is for a maximum of three years. Confirm service is new or expanded service.				CMAQ has already been obligated – this is second and third year operating expenses for "Down-the-Hill" commuter bus service.
Ventura Co local hwy 86 VEN021201 Pedestrian improvements. Ojai. What are the "improvements"? How will they generate emission benefits? What are the emission benefits?				VENTURA COUNTY'S RESPONSE TO CMAQ COMMENTS  This project would construct 7 crosswalks in the City of Ojai Downtown area on the perimeter street of the Arcade Plaza Shopping Center.
Ventura Co local hwy 88 VEN031215 Pedestrian improvements. Green alley and adjacent parking lot. Santa Paula. What are the "improvements"? How will they generate emission benefits? What are the emission benefits?				The crosswalks will provide a safe, attractive path for pedestrians to access the downtown area of Ojai, thus encouraging walking trips in this area rather than auto trips.  The emission benefits are 0.02 kg/day ROG, 0.01 kg/day Nox.
				This project will provide visitors to the downtown area with a convenient and lighted connection between the public parking lots at the back of the businesses on Main Street, to the storefront entries along Main Street. By providing people with a good parking area with improved access to downtown, vehicle trips to the area will be reduced and air quality improved.  The emission benefits are 0.02 kg/day ROG, 0.01 kg/day Nox.

Record ID#	Comment Date	Name	Affiliation	COMMENT	RESPONSE TO COMMENTS	RESPONSE
Ventura Co local hwy 88 VEN54168	VEN54168 Facility including bikeway/walkway, fencing, landscaping, bridge & drainage. Public access points/safety items. Clarify project description (what is it?) why is this project 100% federally funded?			This project will construct a paved facility adjacent to the existing railroad, for use by bicyclists and pedestrians. It is part of the overall plan to construct a 26-mile Santa Paula bike trail.		
Ventura Co local hwy 86 VEN54172	Pedestrian improvements in Moorpark. What are the "improvements"? How will they generate emission benefits? What are the emission benefits?			At one time the City was going to use right-of-way as an in-kind local match. However, this is no longer feasible, so the TIP should show a City contribution of \$181,000 instead.	Construction of a sidewalk where none currently exists.	
Ventura Co local hwy 91 VEN90313	Electric vehicle program purchase & related equipment and operations. CSUCI Operations limited to three years. Is this a public/private partnership?			The project will provide a missing link in the surrounding pedestrian walkway system, to provide a continuous walkway connecting a number of activity centers including a high school, park, movie theater, and shopping areas. As such, it will encourage walking as opposed to driving for the short-distance trips, thus reducing auto use and encouraging air quality.		
Ventura Co local hwy 87 VEN90319	Pedestrian enhancements. California St bridge over Rt 101. What are the "enhancements"? How will they generate emission benefits? What are the emission benefits?			The emissions benefits are 0.02 kg/day ROG, 0.01 kg/day NOx. Yes, this is a public/private partnership.	Construct new sidewalk on west side of bridge, widen sidewalk on east side of bridge, provide decorative pavement treatments and other aesthetic enhancements.	
Ventura Co Transit 73 VEN020410	In Fillmore intermodal transportation center, in downtown Fillmore on Sana Clara Ave at Senior Center Project, description is not clear, does not define CMAQ eligible activities/projects.			The existing bridge over the 101 Freeway provides a very unpleasant pedestrian environment. However, there are very attractive pedestrian areas on each side of the bridge, in Downtown Ventura, and in the beach boardwalk area. By providing an attractive pedestrian environment on the bridge, residents and visitors will be encouraged to walk between Downtown and the beach rather than driving, thus improving air quality.	This project will construct an intermodal transportation station that will serve as a hub for transit service in Fillmore. The station will include covered transit passenger waiting areas with benches, bike lockers, transit information kiosks, and a park and ride lot.	
					The emissions benefits are 0.03 kg/day ROW, 0.02 kg/day NOx.	

## RESPONSE TO COMMENTS

Record ID#	Comment Date	Name	AFFILIATION	COMMENT	RESPONSE
RTIP 04-751	7/26/2004	Balmir, Sandra	Federal Transit Administration FHWA	<p>1. We are requesting a meeting to discuss the information that SCAG has committed to providing to FHWA and FTA for the financial and air quality / conformity issues that we have raised.</p> <p>General Comments:</p> <p>2. There are numerous unfunded projects listed within the proposed expenditure portion of the TIP Project Listing. All unfunded TCM projects within the TIP must be analyzed for impact to TIP Conformity and be exchanged for like projects as necessary. Furthermore, a regional analysis is required that contains the actual projects that are funded and will be undertaken.</p> <p>3. The Technical Appendix Regional Emissions Analysis Section requires additional information about projects that are no longer listed or where the time frames for implementation have changed, and/or where TCMs have been exchanged.</p> <p>4. The Timely Implementation listing has to be more specific in providing sufficient information to determine if the project is moving toward by the committed date of project completion.</p> <p>5. We are requesting a Fund Source spreadsheet that compliments the project list and allows for checks and balances. Please review information provided in the financial section provided for clarification.</p> <p>5.a. Example: Is "Project Total" the total project cost or the total programmed for the project? This should be made clear in the document.</p> <p><b>Specific Comments: Unfunded Projects</b></p> <p>6. Projects listed in the TIP for implementation from October 2004 thru 2010 that is not funded must be removed. If projects have been completed and / or obligated, projects must be shown to have completed in a separate section of the TIP entitled Completed Projects. If projects have been obligated, projects must be removed and placed in a separate section of the TIP entitled Obligated Projects. The following projects are currently unfunded in fiscal year 2005-2010:</p> <p>Project ID IMP9930811; IMP0564;IMP1505; LA990921; LA962214; LA00D73B; LA000358; LACounty-17860; LA990366; LA986381; LA963519; LA000359; 5354;LA000543; LA962201; LA349; LA01348; 12010;LA960173; 10885;LA0B314; LA98STIP4; LA) B416; LA0B7223; et al.</p> <p>7. SCAG011-please provide amounts for the scenic Byways projects.</p>	<p>1. SCAG staff met with FHWA on July 26, and August 2, 2004.</p> <p>2. The previously obligated projects will be removed and shown as a separate report in the back of the Project Listing, Volume III.</p> <p>All TCM's are analyzed and the status of each is reflected in the Timely Implementation Report, Volume II, Section III.</p> <p>The regional analysis is comprised of the actual funded projects.</p> <p>3. Duly note and the Appendix is being suitably updated.</p> <p>4. Duly noted and the Timely Implementation Report listing of TCM projects will incorporate the requested information.</p> <p>5. Regional and county fund source spreadsheets have been prepared and will be included in the final document.</p> <p>5.a. The "Project Total" includes all 2004 programmed funds and prior year funds reflected in the printed 2004 RTIP for each project.</p> <p>6. Duly noted. The obligated projects will be shown as a separate report in the back of the project listing, Volume III.</p> <p>7. Duly noted. The final 2004 RTIP will reflect the funding.</p>

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				<p><b>Air Quality/Conformity Issues:</b></p> <p>8. Page 5, Eight-Hour Ozone Areas – SCAG may want to note that the transportation conformity requirements do not apply until June 15, 2005 for the eight-hour standard.</p> <p>9. Page 8, Summary of Regional Emissions Analysis - Per a 7/14 email from Charles Keynejad with the updated text on Page II-3, the row with the actual emissions should be labeled as "2004 RTP – Plan."</p> <p>10. a. Page 2, Imperial County, 1993U/19934/19936 – In the regional emissions analysis, the project was assumed to be open to traffic in 2005. However, in the FTIP, ROW and construction are programmed for 04/05. Can the project be open to traffic in 2005 given the current programming needs?</p> <p>10. b. Page 2, Imperial County, 1993U/19934/19936 - In the regional emissions analysis, the project was assumed to be open to traffic in 2005. However, in the FTIP, ROW and construction are programmed for 04/05. Can the project be open to traffic in 2005 given the way it is programmed?</p> <p>11. Page 5, LA00358 – Please provide a more detailed project status report on this project. The project had previously programmed ROW and construction from the 2002 FTIP that do not appear in the 2004 FTIP as previously obligated or programmed. Can the project be completed by 2010 if ROW and construction will not be programmed until after the 06/07 fiscal year and no STIP programming is shown for informational purposes?</p> <p>12. Page 6, LA01344 – The TCM report indicates that the project is in bid/advertisement stage, but PE and ROW (as well as construction) are programmed in the FTIP for 04/05. Can the project be open to traffic in 2006 with the current programming?</p> <p>13. Page 7, LA00548 - The implementation date is beyond 2010. Additionally, the project is only programmed for PE and does not appear to be modeled in the regional emissions analysis. FHWA's understanding was that ROW or Construction has to be programmed to make the project a TCM from the approved SIP. Should this project be labeled as a TCM?</p>	<p>8. Duly noted and the final 2004 RTIP will reflect the language and mile stone.</p> <p>9. Duly noted and it will be reflected in the final 2004 RTIP.</p> <p>10. a. Projects 1993U and 19934 are already open to traffic but there are ROW issues that require the project to remain in the programming document. Project 19336 is under construction and will be open to traffic by 2005.</p> <p>10. b. Same question as above. See response noted above.</p> <p>11. The project is currently in the engineering phase, with specification and estimates for construction being developed. The estimated start of construction is scheduled for 2007/2008. Therefore MTA is working to undertake borrowing that will allow the project to move forward as scheduled.</p> <p>12. Yes. MTA is working with Caltrans to expedite the construction schedule of this project.</p> <p>13. Duly noted. This change will be reflected in the final document.</p>	

Record ID#	Comment Date	Name	Affiliation	Comment
				14. Duly noted. This change will be reflected in the final document.
				15. The City is awaiting passage of the transportation act where they are relatively certain the project will receive demonstration funds. Upon receipt, the City will amend the project to include the demonstration funds on the construction phase.
				16. The project opened for traffic on 8/20/2001. Programming due primarily to remaining landscaping that needs to be completed.
				17. The most current anticipated completion date for this project is 2005. The change in completion dates is due to unanticipated environmental clearance requirements which have since been met. This has been recorded in the Timely Implementation Report, resolving the conflict in dates.
				18. The most current anticipated completion date for this project is 2005. The change in completion dates is due to design changes resulting from extensive public comments, which have since been completed. This has been recorded in the Timely Implementation Report, resolving the conflict in dates.
				19. The most current anticipated completion date for this project is 2006. The change in completion dates is due to unanticipated difficulties in ROW acquisition which have since been overcome. This has been recorded in the Timely Implementation Report, resolving the conflict in dates.
				20. Projects 1993U and 19934 are already open to traffic but there are ROW issues that require the project to remain in the programming document. Project 19336 is under construction and will be open to traffic by 2005. Project #8020 completion date of 5/30/05 is only for the PA & ED phase. The project requires funding for construction. Project #MP005(G) is under construction, the current completion date of 11/27/04 is revised to March, 2005.
				Conformity Documentation
				21. Duly noted and the final 2004 RTIP will reflect the language and mile stone.

Record ID#	Comment Date	Name	Affiliation	RESPONSE TO COMMENTS	COMMENT	RESPONSE
				<p>22. Page I-13, Regional Emissions Analysis, second paragraph, last sentence – Although the one-hour and eight-hour ozone nonattainment area boundaries may be the same, the analysis years will change for the 8-hour ozone standard. Therefore, the regional emissions analysis will probably have to be revised for the 8-hour standard conformity determination. Additionally, a new conformity determination will be required by the SCAG board for the 8-hour standard.</p> <p>23. Page I-15, Emissions Summary Tables (and all subsequent tables) – Per an 7/14 email from Charles Keynejad with the updated text on Page II-3, the row with the actual emissions should be labeled as "2004 RTP – Plan."</p> <p>24. Page II-2, fourth paragraph - Please provide more specific information in the conformity documentation as to what projects moved implementation years.</p> <p>25. Page II-30 – Please include in the descriptions of Rule 403A and 1186 that the reductions are a percentage of the total.</p> <p>26. Page III-1, first paragraph - SCAG should be reporting on the timely implementation of all transportation control measures, not just those from the FY 2002 FTIP.</p> <p>27. Page III-4. Applicable SIPs in the SCAG Region - It is FHWA's understanding that the 1994 is actually the applicable SIP for TCM 1. FHWA does not believe that EPA has approved any of the SIP submissions after the 1994 SIP.</p> <p>28. Page III-7. Timely implementation of TCM projects in SCAB - Timely implementation of the TCMs should be addressed based on when the project was originally to be implemented, not the attainment date (2010).</p>	<p>22. The following language will replace the current one in the final 2004 RTIP. "The conformity analysis and finding for the regional emissions analysis for the 8-hr ozone standard will be conducted according to the July 1, 2004 Transportation Conformity Rule Amendments."</p> <p>23. Duly noted and it will be reflected in the final 2004 RTIP.</p> <p>24. This information was transmitted to Sandra Balmir on Thursday, July 29, 2004 via e-mail (per her request).</p> <p>25. Duly noted and it will be reflected in the final 2004 RTIP.</p> <p>26. The formal project tracking process by which the RTIP commits the funds needed to assure implementation of the RTP is used as the basis for the compliance and reporting mechanism in the TCM Timely Implementation Report. Thus, only those TCM projects programmed in the first two years of the prevailing RTIP (as well as all previously reported TCM projects that are still being implemented), and, where appropriate, which have progressed into or beyond the right-of-way acquisition phase, are considered in the Timely Implementation Report. This long-standing practice was extensively discussed at the Transportation Conformity Working Group meetings as part of the formal inter-agency consultation process during preparation of the 2003 AQMP/SIP, and all participating agencies had signaled their agreement.</p> <p>27. Comment noted and will be reflected in the text of the Final RTIP document.</p> <p>28. The tables listing TCM projects as part of the Timely Implementation Report have been modified to include this information. Since the practice of reporting project completion dates for TCMs has begun only recently, and since the 2004 RTIP is the most current Federally approved conforming document, the completion dates reported in that document are used as the benchmark to measure the timely implementation of TCM projects. In the future, all documentation for Timely Implementation Reports will track any changes completion dates against those reported by the project sponsor at the time of the project's inclusion in the first two years of the prevailing RTIP, and, where appropriate, only after the project has progressed into or past the right-of-way acquisition phase.</p>	

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				<p>29. Page III-7, Actions that demonstrate timely implementation, third bullet - Please revise the text to clarify that CMAQ funds cannot be used on any SOV project. They can, however, be used on HOV portion of a larger project.</p> <p>30. Page III-18, Timely Implementation Table - As noted in the text discussion preceding the list of TCMs, some of the implementation dates have changed from what was included in the 2004 RTP. Both the original and new implementation date should be provided. Additionally, the reason the project has been delayed and the resolution to the delay should be discussed. FHWA also liked the table in the RTP that identified when the project was originally programmed for ROW or construction. We recommend that SCAG include that information as well.</p> <p>31. Many of the TCMs are listed as complete. While SCAG will remove these from the next conformity determination, FHWA recommends that SCAG maintain a list of completed TCMs in your offices. The conformity documentation should note that the information is available.</p> <p>32. Page III-20, LA0B875 - The implementation date is beyond 2010. Additionally, the project is only programmed for PE and does not appear to be modeled in the regional emissions analysis. FHWA's understanding is that ROW or Construction has to be programmed to make the project a TCM from the approved SIP. Should this project be on the TCM list?</p> <p>33. Page III-20, LA0D77 - The implementation date is beyond 2010. Additionally, FHWA considers the project in the FTIP for information purposes only since there is no programming in the terminal element (PE from prior years only). Should this project be on the TCM list?</p> <p>34. Page III-25 - LA0C10 - The project implementation date has changed from 2008 in the RTP to 2012. More information should be provided as to why the project is delayed.</p> <p>35. Page III-41, RIV 011243 - Please provide additional information on this project. Does the status mean that the expanded facilities at Riverside and La Sierra stations replace this project? Should there be emissions calculations to demonstrate that the project is being replaced (it is not programmed in the 2004 FTIP)?</p>	<p>29. The text in the Final RTIP document will reflect this clarification.</p> <p>30. The tables listing TCM projects subject to Timely implementation Reporting have been modified to include the original completion dates. In the future, and where appropriate, the year in which a TCM project is programmed for ROW or construction will also be specified.</p> <p>31. Beginning with this 2004 RTP, SCAG will create and maintain a database, which will record all projects listed as completed in an RTIP before those projects are deleted from subsequent RTIPs. Text will be added to the Final RTIP document to indicate that such a database exists and is available for review at SCAG's offices.</p> <p>32. Duly Noted. The project is not a TCM. The change will be reflected in the final document.</p> <p>33. Duly Noted. The project is not a TCM. The change will be reflected in the final document.</p> <p>34. The 2004 RTP reflects a 2011 completion date.</p> <p>35. The project was rescaled to substantially expand passenger facilities at two adjacent Metrolink stations—the La Sierra Metrolink station (1,025 new parking spaces), and the Riverside Metrolink station (125 new parking spaces), creating 225 new parking spaces over and above the 550 spaces originally proposed at the Van Buren station—in response to a reevaluation of the operational implications of locating a new station only two miles from the existing La Sierra station, and due to substantial increases in ridership demand observed at the adjoining La Sierra and Riverside stations on the Metrolink system.</p>	

Record ID#	Comment Date	Name	AFFILIATION	RESPONSE TO COMMENTS	RESPONSE
				<p>36. LA01347 – This project was in the 2002 RTIP (Page 8 of the project listing) for construction and identified as a TCM. However, FHWA could not locate it on the timely implementation table.</p> <p>37. ITS Issues: Please verify that the following projects are not inadvertently left out of the project listing with the required earmark and match:</p> <p>Alameda Corridor East – Earmark 1 million; Programmed in the 2004 RTIP Project #990359</p> <p>Ventura County Intelligent Transportation System – Earmark 800K Programmed in the 2004 RTIP Project #VEN020402</p> <p>ITS Logistics and System Management for the Gateway Cities -Earmark \$200K To be added in the future through a formal amendment.</p> <p>Corona City-Wide Automated Traffic Management System - Earmark \$800K Programmed in the 2004 RTIP Project #RIV010227</p> <p>Norwalk Santa Fe Springs aka I-5 ATMS project – Earmark \$396,807 Programmed in the 2004 RTIP Project #LA962316.</p> <p>CVO I-5 aka JPA CVO project –Earmark \$1.5 Million To be added in the future through a formal amendment.</p> <p>38. Other ITS Earmark projects showing incomplete earmark funding: Carson Passenger Information System- \$250k Los Angeles MTA Regional Universal Fares System- \$400k ITS Deployment Project, Inglewood, CA - various earmarks for a total of \$2,529,872 Metrolink Los Angeles Union Station Passenger Information Deliver System \$415,971 To be added in the future through a formal amendment. To be added in the future through a formal amendment. Programmed in the 2004 RTIP Project #AOD13.</p>	



Southern California Association of Governments

## 2004 Regional Transportation Improvement Program

### Executive Summary Volume I of III

FY 2004/05-2009/10      September 2004



2004

# **R**EGIONAL **T**RANSPORTATION **I**MPROVEMENT **P**ROGRAM

*(FISCAL YEAR 2004/05-2009/10)*

## **EXECUTIVE SUMMARY**

*(Volume I of III)*

*September 2004*



SOUTHERN CALIFORNIA  
**ASSOCIATION of GOVERNMENTS**

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# **EXECUTIVE SUMMARY**

## **INTRODUCTION**

This report is a summary of the 2004 Regional Transportation Improvement Program (RTIP) for the SCAG region. SCAG comprises the six counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The 2004 RTIP is a capital listing of transportation projects proposed over a six-year period, Fiscal Years (FY) 2004/05 – 2009/10. This listing identifies specific funding sources and funding amounts for each project. Projects include highway improvements, transit, rail and bus facilities, high occupancy vehicle lanes, signal synchronization, intersection improvements, freeway ramps, etc.

The RTIP must include all transportation projects that require federal funding, as well as all regionally significant transportation projects for which federal approval (Federal Highway Administration or Federal Transit Administration) is required, regardless of funding source. The RTIP projects are consistent with the 2004 Regional Transportation Plan (RTP), which was adopted by SCAG on April 1, 2004. The RTIP is developed to implement the programs and projects in the RTP.

## **2004 RTIP**

The 2004 RTIP programs a total of \$18.6 billion for implementing transportation projects within the next six fiscal years (FY 2004/05 – 2009/10). All projects incorporated into the 2004 RTIP are consistent with the current RTP policies, programs, and projects.

The 2004 RTIP was developed in compliance with state and federal requirements. County Transportation Commissions have the responsibility under State law of proposing county projects, using the current RTP's policies, programs, and projects as a guide, from among submittals by cities and local agencies. The locally prioritized lists of projects were forwarded to SCAG for review. From this list, SCAG developed the 2004 RTIP based on consistency with the current RTP, inter-county connectivity, and financial constraint and conformity satisfaction.

The 2004 RTIP implements the 2004 RTP. Upon approval by the federal agencies, the 2004 RTIP will replace the current operating RTIP. There must be a new federally approved and conforming RTIP by October 4, 2004, which is when the Federal Statewide Transportation Improvement Program (FSTIP) expires. The 2004 RTIP is consistent with the 2004 State Transportation Improvement Program (STIP) cycle and incorporates the SCAG portion of the 2004 STIP.

The RTIP identifies a number of current issues that have impacted the SCAG Region's programming capacity. The 2004 State Transportation Improvement Program (STIP) Fund Estimate has necessitated the re-scheduling of projects previously programmed for delivery over

the next three years to over the next five years. Should re-scheduling issues continue, the Region's ability to implement the projects contained in the RTIP and RTP—particularly the Transportation Control Measures—within the appropriate time frame may be in greater jeopardy. With the ozone attainment demonstration date of 2010 only six years away, the Region cannot afford further delays. SCAG remains committed to addressing these challenges so that the regional program continues to be implemented in order to meet our transportation and air quality improvement goals. SCAG will continue working with its local, state, and federal partners to strengthen our funding sources and resolve these issues for future RTIP/RTP updates.

## FEDERAL TRANSPORTATION FUNDING - REAUTHORIZATION

Established by Congress in 1991 with the Intermodal Surface Transportation Efficiency Act (ISTEA) and renewed in 1998 through the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21), TEA-3 is the third iteration of the federal surface transportation vision. TEA-3 will have a significant impact on the availability of transportation funding in the SCAG Region.

On May 14, 2003, President Bush released his reauthorization proposal known as the Safe, Accountable, Flexible, and Efficient Transportation Equity Act of 2003 (or SAFETEA) at a funding level of \$247 billion over six years – later modified by the President's FY2005 Budget to \$256 billion.

Although the reauthorization debates will continue during Conference – influencing final funding levels and programmatic provisions for both California and the SCAG region, the 2004 RTIP assumes passage of the federal surface transportation reauthorization bill at levels relatively commensurate with historical totals, adjusted for conservative growth annually. Actual target and programming levels for the Local Surface Transportation Program (LSTP) and the Congestion Mitigation Air Quality (CMAQ) program are based upon the estimated distribution of funds provided in the April 2, 2004 letter from Caltrans to the Metropolitan Planning Organizations.

## STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) FUND ESTIMATE

The 2004 RTIP for the SCAG Region is consistent with the 2004 STIP Fund Estimate, as approved by the California Transportation Commission (CTC) on December 11, 2003. Accordingly, the 2004 STIP programming target for the SCAG Region over the five-year timeframe (FY2004/5 through FY2008/9) totals \$1.4 billion. With the decline in expected revenues severely restricting the state's ability to fund new capital programs/projects, the 2004 STIP reflects the rescheduling of projects already programmed for delivery over the next three years to over the next five years.

The CTC also programs the State Highway Operation and Protection Program (SHOPP), which covers operations and maintenance on the state highway system and freeways.

## COMPARISON OF THE STATE AND FEDERAL TIPs

The STIP is the State's compilation of all state and federally funded transportation projects. It is composed of all projects funded out of the State Highway Account, which is divided into several parts, including state priorities on interstate facilities, safety and maintenance, bridge replacements, rail, aeronautics, etc. In addition, a portion is divided into regional and inter-regional improvements. It is made up of the 75 percent regional improvement projects which are nominated by local and regional agencies and the 25 percent Inter-regional Transportation Improvement Program (ITIP).

The 2004 RTIP is SCAG's compilation of state, federal, and local funded transportation projects. In addition to projects identified in the STIP, the RTIP includes federal Congestion Mitigation Air Quality (CMAQ) and Surface Transportation Program (STP) funds, other federal funds and projects entirely funded out of local and private funds.

## CONFORMITY AND THE 2004 RTIP

Federal transportation and air quality regulations are outlined in the Transportation Equity Act for the Twenty-first Century (TEA-21) and the Federal Clean Air Act (CAA). TEA-21 authorizes federal funding for highway, highway safety, transit, and other surface transportation programs. The CAA establishes air quality standards for various health-hazardous pollutants. The U.S. Environmental Protection Agency (EPA) designates "non-attainment" areas that have not met CAA health standards for one or more of these pollutants. The California Air Resources Board, with the cooperation of federal, state, and local agencies including SCAG, develops State Implementation Plans (SIPs) that set forth the goals and objectives for achieving CAA air quality standards. The CAA requires that transportation plans, programs, and projects in non-attainment or maintenance areas that are funded or approved by the Federal Highway Administration (FHWA) or Federal Transit Agency (FTA) be in "conformity" with the SIPs through the process described in the EPA's Transportation Conformity Rule.

The RTIP conformity analysis follows the specific requirements for making conformity determinations for transportation plans and programs as presented in the EPA's Transportation Conformity Rule. With the exception of the eastern part of Riverside County—a less populated area—the rest of the SCAG region is in one or more federal non-attainment or maintenance areas. Therefore, the RTIP is subject to compliance with the federal conformity requirements.

All federal and state projects included in the RTIP, as well as regionally significant non-federal projects with clear funding commitments, have been analyzed for conformity.

### Non-attainment /Maintenance Areas and Timeframes

The boundaries of the federal non-attainment/maintenance areas (and their respective attainment years for compliance) in the SCAG region are as follows:

- ◆ SCAB – The entire basin is a non-attainment or maintenance area for the following pollutants: CO [2000]; 1-hour ozone [2010]; NO<sub>2</sub> [1995]; and PM<sub>10</sub> [2006].
- ◆ Ventura County Portion of SCCAB – The entire county is a non-attainment area for 1-hour ozone [2005].
- ◆ Antelope Valley Portion of MDAB – The entire desert portion of Los Angeles County (known as Antelope Valley) is a non-attainment area for 1-hour ozone [2007].
- ◆ San Bernardino County Portion of MDAB
  1. With the exception of the northern and eastern parts of the County, the rest is a non-attainment area for 1-hour ozone [2007].
  2. Searles Valley (situated in the northwest part of the County) is non-attainment for PM<sub>10</sub> [1994].
  3. San Bernardino County (excluding the Searles Valley area) within the MDAB is a non-attainment area for PM<sub>10</sub> [2003].
- ◆ Riverside County Portion of SSAB – The entire Riverside County portion of SSAB (Coachella Valley) is a non-attainment area for the following pollutants: 1-hour ozone [2007]; PM10 [2006].
- ◆ Note: The 1-hour ozone non-attainment area known as the Southeast Desert Modified area is composed of the three contiguous pieces:
  1. The Antelope Valley portion of MDAB
  2. The San Bernardino County portion of MDAB
  3. The Coachella Valley portion of SSAB
- ◆ Imperial County Portion of SSAB – The entire Imperial County portion of SSAB is designated as the 1-hour ozone transitional area.

With the exception of a small area in the eastern part of Imperial County, the rest of the County is designated as PM10 non-attainment area [1994]. On October 9, 2003, the 9<sup>th</sup> U.S. District Court in *Sierra Club v. EPA* ordered EPA to reclassify Imperial County to "Serious". The federal, state, and local air agencies are working together to outline the Court requirements.

## **Eight-Hour Ozone Non-attainment Areas**

On April 15, 2004, EPA announced the new non-attainment areas for the 8-hour ozone standard. The designation and classification were effective on June 15, 2004. The 8-hour ozone attainment years are between 2007 and 2021.

The SCAG region has five 8-hour ozone non-attainment areas and the overall boundaries for both one-hour and 8-hour ozone standards are the same. SCAG's new 8-hour ozone non-

attainment areas and their classifications and maximum attainment dates are listed in the following table:

**SCAG Region  
8-hour Ozone Non-attainment Areas**

<b>Non-attainment Area</b>	<b>Classification</b>	<b>Maximum Attainment Date</b>
South Coast Air Basin (SCAB)	Severe-17	2021
Coachella Valley – Salton Sea Air Basin (SSAB)	Serious	2013
Western portion of Mojave Desert Air Basin (MDAB) [San Bernardino County and Antelope Valley]	Moderate	2010
Ventura County – South Central Coast Air Basin (SCCAB)	Moderate	2010
Imperial County (SSAB)	Marginal	2007

The air districts and California Air Resources Board (ARB) will have three years, until 2007, to submit the new Ozone Air Quality Management Plans (AQMPs)/State Implementation Plans (SIPs) to EPA. Transportation Conformity requirements are applicable by June 15, 2005.

### **PM 2.5 Non-attainment Area**

On June 29, 2004, the Environmental Protection Agency (EPA) Region IX informed Governor Schwarzenegger of the new non-attainment areas for the fine particulate of PM 2.5 standard in California. The PM 2.5 attainment years are between 2010 and 2015. The State of California has 120 days to respond to EPA. In the SCAG region, the South Coast Air Basin (SCAB) is the only area that has been designated by EPA as the PM 2.5 non-attainment area with attainment year 2015.

EPA plans to finalize the PM 2.5 non-attainment area designations by late 2004 – effective in late 2004 or early 2005. The air districts and the California Air Resources Board (ARB) will have three years until early 2008 to submit the new Air Quality Management Plans (AQMPs)/State Implementation Plans (SIPs) for the PM 2.5 standard to EPA. The Transportation Conformity requirements will become effective by the end of 2005 (one year after the effective date of formal designation).

## State Implementation Plans (SIPs) and Emissions Budgets

The 2004 RTIP must conform to the applicable SIPs in emissions budgets and Transportation Control Measures [TCMs]. The March 1999 Court ruling (*Sierra Club v. EPA*) mandated that a conformity finding must be based on the emissions budgets approved or found adequate by EPA. The applicable TCMs are those approved by EPA.

EPA's Transportation Conformity Rule requires SCAG to use the latest planning assumptions and latest emissions model for its conformity determination. The 2003 and 2004 SIPs are based on the 2003 or 2004 Air Quality Management Plans (AQMPs) that were prepared by the respective air district in association with ARB and SCAG. For the 2004 RTIP conformity determination, the applicable emissions budgets and TCMs are established in the SIPs below:

**SIPS for the SCAB area:** The 2003 AQMPs/SIPS for 1-hour ozone, carbon monoxide (CO), nitrogen dioxide, and PM<sub>10</sub> (particulate matter less than 10 microns in size) were approved by the South Coast Air Quality Management District (SCAQMD) and ARB on August 1, 2003 and October 23, 2003 respectively. EPA's adequacy finding on the emissions budgets for conformity determination in the SCAB area was published in the Federal Register Vol. 69, No. 58 on Thursday, March 25, 2004.

**1-hour Ozone SIP for the Southeast Desert Modified area:** The area comprises three areas: the Antelope Valley portion of MDAB, the San Bernardino County portion of MDAB, and the Coachella Valley portion of SSAB. Each area provides its data to ARB, and it is the responsibility of ARB to provide a single set of emission budgets (Ozone SIP). On May 4, 2004, ARB submitted the new ozone SIP to EPA for final action. EPA's adequacy finding on the emissions budgets for conformity determination was published in the Federal Register Vol. 69, No. 104 on Friday, May 28, 2004.

**1-hour Ozone SIP for the Ventura County portion of SCCAB:** The Ventura County Air Pollution Control District (VCAPCD) adopted the 2004 Ozone AQMP (new emissions budgets). On April 21, 2004, ARB submitted the new Ozone SIP to EPA for final action. EPA's adequacy finding on the emissions budget for conformity determination was published in Federal Register Vol. 69, No. 58 on Friday, May 28, 2004.

**PM<sub>10</sub> SIP for the Coachella Valley portion of SSAB:** The emissions budgets established in the 2003 PM<sub>10</sub> SIP function as the applicable emissions budgets for conformity analysis. The new emissions budgets were approved by SCAQMD and ARB on August 1, 2003 and October 23, 2003 respectively. EPA's adequacy finding on the emissions budgets for conformity determination in the Coachella Valley PM<sub>10</sub> area was published in Federal Register Vol. 69, No. 58 on Friday, May 28, 2004.

There are no SIPs for the other federal non-attainment/maintenance areas in the SCAG region. In the absence of the applicable emissions budgets for conformity, SCAG has to conduct a build/no-build test for regional emissions analysis of the 2004 RTIP. The following areas are subject to the build/no-build tests:

- ◆ Imperial County (SSAB): the PM<sub>10</sub> and Ozone non-attainment areas
- ◆ San Bernardino County (MDAB): the PM<sub>10</sub> non-attainment area
- ◆ Searles Valley area (MDAB): the PM<sub>10</sub> non-attainment area

On October 9, 2003, the 9<sup>th</sup> U.S. District Court in *Sierra Club v. EPA* ordered EPA to reclassify Imperial County to "Serious". The federal, state, and local air agencies are working together to outline the Court requirements. In the absence of any emissions budgets, SCAG conducts its regional emissions analysis for conformity finding based on the build/no-build test.

## Required Transportation Conformity Tests

Under the U.S. DOT – Metropolitan Planning Regulations and EPA's Transportation Conformity Rule, SCAG's 2004 RTIP needs to pass the following five tests:

- ◆ Consistency with SCAG's RTP
- ◆ Regional Emission Analysis
- ◆ Timely Implementation of TCMs Analysis
- ◆ Financial Constraint Analysis
- ◆ Interagency Consultation and Public Involvement Analysis

## Conformity Analysis and Findings

### ***Consistency with SCAG's RTP***

*Finding:* SCAG's 2004 RTIP project listing is consistent with the 2004 RTP projects, programs and policies.

### ***Regional Emissions Analyses***

*Finding:* SCAG's 2004 RTIP regional emissions are consistent with the applicable emissions budgets for all milestone, attainment, and planning horizon years in SCAB (1-hr Ozone, CO, NO<sub>2</sub>, and PM10), Ventura County 1-hr Ozone, Southeast Desert 1-hr Ozone, and Coachella Valley PM10.

*Finding:* SCAG's 2004 RTIP regional emissions (build scenarios) are less than no-build scenarios for all milestone, attainment, and planning horizon years for the PM10 areas in the Imperial County portion of SSAB and the San Bernardino County portion of MDAB.

*Finding:* SCAG's 2004 RTIP regional emissions (build scenarios) are less than no-build scenarios for all milestone, attainment, and planning horizon years for the ozone area in the Imperial County portion of SSAB.

Searles Valley Area – The Searles Valley planning area is situated in the northwest part of San Bernardino County and is not a populated area. The area is designated as the federal non-attainment area for PM10. This area is a part of the Mojave Desert Air Basin (MDAB). There are no proposed projects or programs in the 2004 RTP/RTIP for transportation

improvements in the Searles Valley area. Therefore, there are no differences between emissions in the build and no-build scenarios.

See Summary of the regional emissions analysis in this section

### ***Timely Implementation of TCMs Analysis***

*Finding:* the TCM1 project categories listed in the 1994 Ozone SIP for the SCAB area were given funding priority and are on schedule for implementation in the 2004 RTIP.

*Finding:* The TCM strategies listed in the 1994 (as amended in 1995) Ozone AQMP/SIP for the VC/SCCAB were given funding priority and are on schedule for implementation in the 2004 RTIP.

### ***Financial Constraint Analysis***

*Finding:* Projects programmed in the 2004 RTIP in fiscal years 2004/2005 and 2005/2006 are fiscally constrained and for the remaining years the funds are reasonably expected to be available.

### ***Interagency Consultation and Public Involvement Analysis***

*Finding:* The 2004 RTIP complies with all federal and state requirements for interagency consultation and public involvement.

For more information on the conformity requirements, analysis, and findings, refer to the 2004 RTIP Technical Appendix Volume II.

## **Summary of Regional Emissions Analysis**

The following tables are a summary of the federally required emissions analysis by air basin/non-attainment area for conformity finding of the 2004 RTIP:

### ***South Coast Air Basin (SCAB)***

<b>Ozone Emissions Analysis (tons/day)</b>					
SCAB - Summer Temperatures					
Ozone Precursor	2005	2008	2010	2020	2030
ROG (VOC)	Budget	263.000	216.000	155.000	155.000
	Plan	258.467	212.754	151.339	107.230
NO <sub>x</sub>	Budget	546.000	464.000	352.000	352.000
	Plan	542.271	453.459	349.304	184.282

Regional emissions budget generated using EMFAC 2002. To pass, Plan emissions must be equal to or less than budget [2010 – attainment year]

**Nitrogen Dioxide (NO<sub>2</sub>) Emissions Analysis (tons/day)**  
SCAB - Winter Temperatures

NO <sub>2</sub> Precursor	2005	2010	2020	2030
NO <sub>x</sub> Budget	686.000	686.000	686.000	686.000
NO <sub>x</sub> Plan	613.664	448.827	205.602	132.970

Regional emissions generated using EMFAC 2002. To pass, Plan emissions must be equal to or less than budget. [1995 - attainment year]

**Carbon Monoxide (CO) Emissions Analysis (tons/day)**  
SCAB - Winter Temperatures

CO	2005	2010	2020	2030
Budget	3,361.00	3,361.00	3,361.00	3,361.00
Plan	2,597.739	1,809.900	859.679	529.757

Regional emissions generated using EMFAC 2002. To pass, Plan emissions must be equal to or less than budget. [2000 – attainment year]

**Particulate Matter (PM<sub>10</sub>) Emissions Analysis (tons/day)**  
SCAB - Annual Average Temperatures

PM <sub>10</sub> Precursor	2006	2010	2020	2030
ROG (VOC) Budget	251.000	251.000	251.000	251.000
ROG (VOC) 2004 RTIP	245.350	189.074	106.433	72.495
NOx Budget	549.000	549.000	549.000	549.000
NOx Plan	534.144	418.005	192.723	125.728
Primary (PM) Budget	166.000	166.000	166.000	166.000
Primary (PM) Plan	165.927	163.375	161.520	163.893

Regional emissions generated using EMFAC 2002. To pass, Plan emissions must be equal to or less than budget. [2006 – attainment year]

**Ventura County - South Central Coast Air Basin (VC/SCCAB)**

<b>Ozone (tons/day)</b> Summer Temperatures SCCAB-Ventura County					
		<b>2005</b>	<b>2010</b>	<b>2020</b>	<b>2030</b>
ROG (VOC)	Budget	14.300	14.300	14.300	14.300
	Plan	14.180	10.670	6.160	4.170
NO <sub>x</sub>	Budget	21.400	21.400	21.400	21.400
	Plan	21.190	15.170	6.800	4.350

Regional emissions generated using EMFAC 2002. To pass, Plan emissions must be equal to or less than budget. [2005 – attainment year]

**Mojave Desert Air Basin (MDAB)**

<b>Particulate Matter (PM<sub>10</sub>) Emissions Analysis (tons/day)</b> Annual Average Temperatures MDAB San Bernardino County (excluding Searles Valley)					
		<b>2005</b>	<b>2010</b>	<b>2020</b>	<b>2030</b>
Particulate Matter (PM10)	Plan	7.837	8.843	10.889	13.046
	No-build	7.875	9.066	10.966	13.262

Regional emissions generated using EMFAC 2002. To pass, Plan build emission must be less than no-build – [2000 –attainment year]

**Southeast Desert Modified Area**

Mojave Desert Air Basin / Salton Sea Air Basin (MDAB/SSAB)

<b>Ozone (tons/day)</b> Summer Temperatures MDAB/SSAB *						
		<b>2005</b>	<b>2007</b>	<b>2010</b>	<b>2020</b>	<b>2030</b>
Ozone Precursor	Budget	26.500	23.200	23.200	23.200	23.200
	Plan	23.110	20.342	16.691	9.924	8.178
NO <sub>x</sub>	Budget	68.300	63.200	63.200	63.200	63.200
	Plan	64.518	59.404	51.055	24.223	17.820

Regional emissions generated using EMFAC 2002. To pass, Plan emissions must be equal or less than budget. [2007 – attainment year]

**Note (\*):** This federally designated Ozone non-attainment area covers three separate but contiguous areas: The Antelope Valley portion of MDAB, the San Bernardino County portion of MDAB, and the Coachella Valley portion of SSAB. The conformity analyses for NO<sub>x</sub> and ROG are based on comparing SCAG's regional transportation emissions with a single set of the emissions budgets for all three parts provided to SCAG by ARB.

### **Salton Sea Air Basin (SSAB)**

#### **Particulate Matter (PM<sub>10</sub>) Emissions Analysis (tons/day)**

Annual Average Temperatures

SSAB - Riverside County (Coachella Valley)

PM10	2006	2010	2020	2030
Budget	10.900	10.900	10.900	10.900
Plan	9.168	9.484	10.044	10.671

Regional emissions generated using EMFAC 2002. To pass, Plan emissions must be equal to or less than budget. [2006 – attainment year]

#### **Ozone Emissions Analysis (tons/day)**

Summer Temperatures

SSAB - Imperial County

Ozone Precursor	2005	2010	2020	2030
ROG (VOC)	Plan	8.845	7.220	5.610
	No-build	8.850	7.230	5.630
NO <sub>x</sub>	Plan	12.720	11.790	8.880
	No-build	12.725	11.800	8.881

Regional emissions generated using EMFAC 2002. To pass, in the marginal and below ozone non-attainment areas, the conformity demonstration is by using either build/no-build test or no greater than 1990 test. In a build/no-build test, the first analysis year must be no more than five years beyond the year in which the conformity determination is being made [Section 93.119 (e)]

#### **Particulate Matter (PM<sub>10</sub>) Emissions Analysis (tons/day)**

Annual Average Temperatures

Imperial County

PM10	2005	2010	2020	2030
Plan	5.574	6.334	7.798	9.610
No-build	5.577	6.339	8.306	10.252

Regional emissions generated using EMFAC 2002. To pass, Plan emission must be less than no-build. In build/no-build test, the first analysis year must be no more than five years beyond the year in which the conformity determination is being made [Section 93.119 (e)]

### **Searles Valley Area**

The Searles Valley planning area is situated in the northwest part of San Bernardino County and is not a populated area. The area is designated as the federal non-attainment area for PM10. This area is a part of the Mojave Desert Air Basin (MDAB).

There are no proposed projects or programs in the 2004 RTP/RTIP for transportation improvements in the Searles Valley area. The projects population changes are insignificant during the 2004 RTP timeframe (including the RTIP period), between 2004 and 2030. Therefore, there are no differences between emissions in the build and no-build scenarios. Also, the future emissions are not less than the year 1990 emissions. The vehicle miles traveled (VMT) in this area is composed of the local traffic and the through traffic (Route 178, connecting Kern County

through San Bernardino County to Inyo County). There is a very small increase in traffic, about 1.45% per decade, due to through traffic.

### ***Construction-Related PM<sub>10</sub> Emissions***

Section 93.122(d)(2) of the EPA Transportation Conformity Rule requires that in PM<sub>10</sub> non-attainment and maintenance areas (for which the SIPs identify construction-related fugitive dust as a contributor to the area problem), the RTIP should conduct the construction-related fugitive PM<sub>10</sub> emission analysis. In the SCAG region, there are five PM<sub>10</sub> non-attainment areas:

- ◆ SCAB
- ◆ The Coachella Valley portion of SSAB
- ◆ The San Bernardino County portion (excluding Searles Valley) of the MDAB
- ◆ The Searles Valley portion of MDAB
- ◆ The Imperial County portion of SSAB

Of the above outlined non-attainment areas, only the first three areas are subject to the Transportation Conformity Rule requirements.

The 2003 PM10 SIPs/AQMPs emissions budgets for SCAB and the Coachella Valley portion of SSAB include the construction and unpaved-road emissions. The 2004 RTIP PM<sub>10</sub> regional emissions analysis includes the construction and unpaved road emissions for all three areas (SCAB, Coachella Valley and San Bernardino County) for conformity finding.

## **FINANCIAL PLAN**

The 2004 RTIP must include a financial plan that fully identifies estimated revenues available to meet annual programming levels. As per Title 23 USC Section 134(h) and CFR 450.324 (e), SCAG's 2004 RTIP demonstrates financial constraint by identifying all transportation funds available, including federal, state, and local sources, to meet programming needs.

The financial plan also demonstrates compliance with federal requirements limiting the programming of projects for the first two years of the RTIP to those for which funds are "available or committed." The RTIP is consistent with funding reasonably expected to be available for the fiscal years adopted.

SCAG is also responsible for making the following determinations:

- ◆ The 2004 RTIP is consistent with the Fund Estimate adopted by the California Transportation Commission (December 11, 2003) as required by the California Government Code, Section 14527.
- ◆ The 2004 RTIP is consistent with the adopted 2004 RTP (April 1, 2004), as required by the California Government Code, Section 65080.

The SCAG region is programming unallocated Traffic Congestion Relief Fund (TCRF) in the third year of the RTIP (FY 2006/7) and beyond. Additionally, the RTIP assumes passage of the federal surface transportation reauthorization bill. Programming levels for the Regional Surface Transportation Program (RSTP) and the Congestion Mitigation Air Quality (CMAQ) programs are based upon the estimated distribution of funds provided in the April 2, 2004 letter from Caltrans to the Metropolitan Planning Organizations (MPOs).

The 2004 RTIP is fiscally constrained by year as required by TEA-21. Per State Assembly Bill 1246 (AB 1246), County Transportation Commissions within the SCAG region have certain responsibilities for short-range planning and programming, including responsibility for the development of County Transportation Improvement Programs. One requirement of the Financial Plan for the RTIP is a re-certification by SCAG that each County Transportation Commission and IVAG has the resources to implement the projects in their County Transportation Improvement Programs. SCAG has received final resolutions from each County Transportation Commission and IVAG certifying fiscal constraint.

The 2004 RTIP contains projects and programs totaling approximately \$18.6 billion over the next six years. Exhibit 1 is a summary of fund sources categorized as federal, state, or local sources. Exhibit 1 and its accompanying pie chart illustrate that 47.1 percent of the total \$18.6 billion is from federal funds, 7.8 percent is from state funds, and 45.2 percent is from local funds.

**Exhibit 1**  
**Summary of 2004 RTIP by Funding Source**  
 (\$000s)

	FEDERAL	STATE	LOCAL	TOTAL
2004/05	\$2,827,334	\$410,033	\$3,371,139	\$6,608,506
2005/06	1,374,942	124,716	1,717,923	3,217,581
2006/07	1,444,301	618,903	874,496	2,937,700
2007/08	1,316,057	195,422	1,017,740	2,529,219
2008/09	805,086	56,899	913,354	1,775,339
2009/10	672,932	23,183	792,430	1,488,545
<b>TOTAL</b>	<b>\$8,440,652</b>	<b>1,429,156</b>	<b>8,687,083</b>	<b>\$18,556,890</b>
<b>% of</b>				
<b>Total</b>	<b>47.1%</b>	<b>7.8%</b>	<b>45.2%</b>	<b>100.0%</b>

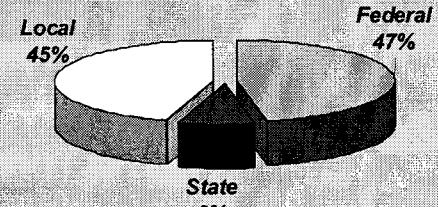
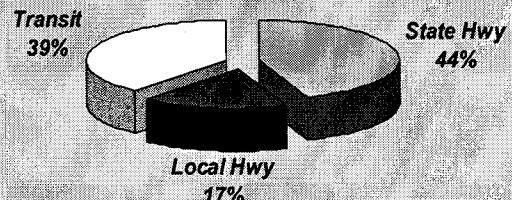


Exhibit 2 summarizes the funds programmed in the local highways, state highways and transit (including rail) programs. Exhibit 2 and its accompanying pie chart illustrate that 44.6 percent of the total \$18.6 billion in the RTIP is programmed in the State Highway Program, 16.7 percent in the Local Highway Program, and 38.7 percent in the Transit (including rail) program. For further information, please refer to the Financial Plan section of the Technical Appendix (Volume II of the 2004 RTIP).

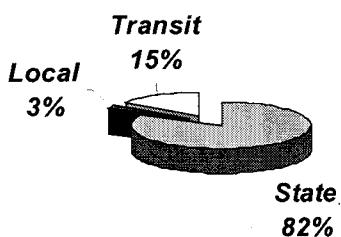
**Exhibit 2**  
**Summary of 2004 RTIP by All Programs**  
 (\$000s)

	STATE HIGHWAY	LOCAL HIGHWAY	TRANSIT (includes rail)	TOTAL
2004/05	\$3,664,716	767,271	2,176,518	\$6,608,505
2005/06	1,427,347	434,789	1,355,445	3,217,581
2006/07	1,591,018	311,367	1,035,315	2,937,700
2007/08	781,960	467,840	1,279,419	2,529,219
2008/09	458,749	245,935	1,070,655	1,775,339
2009/10	468,597	437,815	582,134	1,488,546
Total	\$8,392,387	2,665,017	7,499,486	\$18,556,890
% of Total	44.6%	16.7%	38.7%	100.0%

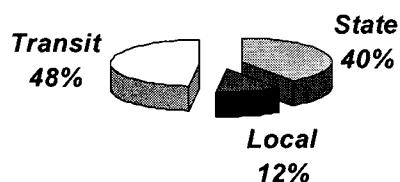


The six pie charts below summarize the funds programmed in the 2004 RTIP for each county in the SCAG region for State Highway, Local Highway, and Transit (including rail) Programs.

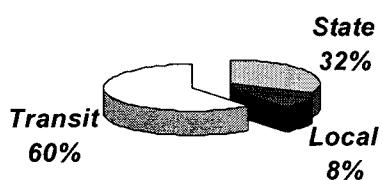
*Imperial County*



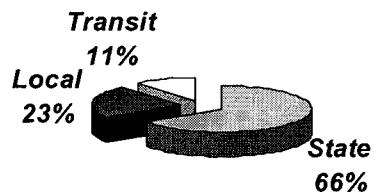
*Los Angeles County*



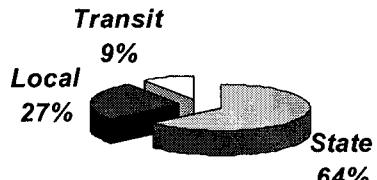
*Orange County*



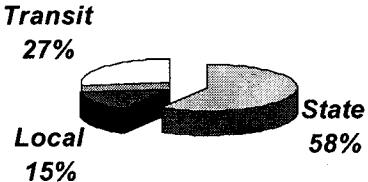
*Riverside County*



*San Bernardino County*



*Ventura County*



## INTERAGENCY CONSULTATION AND PUBLIC PARTICIPATION

SCAG worked closely with the County Transportation Commissions, IVAG, Caltrans, CTC, FHWA, FTA, South Coast Air Quality Management District (SCAQMD), Ventura County Air Pollution Control District (APCD), Mojave Desert AQMD, Imperial County APCD, Antelope Valley Air Quality Management District (AVAQMD), ARB, EPA, and all transit operators in the SCAG region to develop the 2004 RTIP. In addition, the Transportation Conformity Working Group, the Modeling Task Force and the Regional Transportation Agencies Coalition (RTAC) functioned as part of the interagency consultation on all related matters.

EPA and USDOT assisted in the interpretation of the Transportation Conformity Rule and TEA-21 requirements to ensure that SCAG's analysis fulfills the conformity requirements. ARB and Caltrans assisted in providing the latest model assumptions. The County Transportation Commissions, IVAG, Caltrans (Districts 7, 8, 11, and 12), and the CTC assisted in providing additional detail on the design concept and scope of federally and non-federally funded projects in the RTIP. They also compiled information from local jurisdictions to demonstrate timely implementation of TCMs in the applicable implementation plans. Transit operators provided their input into this process through their respective County Transportation Commissions and IVAG.

The Draft 2004 RTIP was subject to a 30-day public review period. Seven public hearings on the Draft 2004 RTIP were held throughout the SCAG region. Six written comments were received during the review period: one each from Culver City, Caltrans Headquarters, Caltrans District 12, and FHWA/FTA, and two from Caltrans District 7. SCAG has provided responses to these written comments, and the responses are contained in the 2004 RTIP Technical Appendix Volume II.

The Draft 2004 RTIP was made available at the SCAG offices, on the SCAG website at [www.scag.ca.gov](http://www.scag.ca.gov), and at 47 libraries throughout the six-county region (library listing posted on SCAG website). The Final 2004 RTIP is also available at these locations.